2006

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Special Locality Report 124

City of Portsmouth

Information in this report is included in Report

64

(Norfolk Maintenance Area)

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the K Factor estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Design Hour Factor (K Factor) of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

| North 81 | Interstate Route | Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined. |
|-------------|--------------------|----------------------------------------------------------------------------------------------------------------------------|
| 29 | US Route | |
| 7 | Virginia State Rou | te |
| (F241) | Frontage Road (F | precedes frontage route number) |

Special Routes

| Bus | Bus - Business Route | |
|-------|---------------------------|--|
| {29} | Bypas - Bypass Route | |
| | Truck - Truck Route | |
| ALT | ALT - Alternate Route | |
| (220) | Wye - Wye Route connector | |
| | | |
| | | |
| ~~~ | | |

Secondary Route

- P Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
- The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

| | | Oity | of Portsmouth | ı | | | | | | | | | | | |
|--------------------------------|-----------------------|---------|-------------------------|----------|-----|-----------------|--------|--------|--------|----|--------|-----|--------|--------|------|
| Route | Jurisdiction | Length | AADT Q | Δ //Tiro | Bus | | Trι | ıck | | QC | K | QK | Dir | AAWDT | - OW |
| Notic | Guilduction | Longui | ארטו ע | A 71110 | Dus | 2Axle | 3+Axle | 1Trail | 2Trail | QU | Factor | QIV | Factor | AAWDI | QVV |
| ~~ | From: | NC | L Chesapeake | | | | | | | | | | | | |
| 17 George Washington Hwy | City of Portsmouth | 0.15 | 28000 F | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.094 | F | 0.599 | 28000 | F |
| <u> </u> | To: | SR 23 | 39 Victory Blvd | | | — ⊢ | | | | | | | | | |
| 17 George Washington Hwy | City of Portsmouth | 0.42 | 22000 F | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.089 | F | 0.605 | 22000 | F |
| (1) | | | | | | | | | • , • | | | | | | |
| Coorgo Wookington Llung | City of Portsmouth | 0.52 | Davis St 25000 F | 96% | 1% | 10/ | 40/ | 40/ | 0% | F | 0.007 | F | 0.500 | 25000 | F |
| George Washington Hwy | City of Portsmouth | 0.52 | 20000 F | 90% | 170 | 1% | 1% | 1% | 0% | Г | 0.087 | Г | 0.599 | 25000 | Г |
| ~~~ | To: From: | 124-854 | 40 Greenwood I | | | | | | | | | | | | |
| 17 George Washington Hwy | City of Portsmouth | 0.31 | 27000 F | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.085 | F | 0.634 | 27000 | F |
| <u> </u> | To: | | l, Frederick Blv | | | | | | | | | | | | |
| ~~ | From: | | orge Washington | | | | | | | _ | | _ | | | _ |
| 17 Frederick Blvd | City of Portsmouth | 0.70 | 14000 F | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.093 | F | 0.62 | 14000 | F |
| ~ | To: From: | SR 337 | Portsmouth Bly | ď | | | | | | | | | | | |
| 17 Frederick Blvd | City of Portsmouth | 0.09 | 15000 F | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.103 | F | 0.683 | 15000 | F |
| \bigcirc | To: | 124 854 | 7 Deep Creek B | lvd | | | | | | | | | | | |
| 17 Frederick Blvd | City of Portsmouth | 0.53 | 21000 F | | 1% | 1% | 1% | 1% | 0% | F | 0.097 | F | 0.659 | 21000 | F |
| 17) I Toddflok Blvd | Only of 1 Ontolliodan | 0.00 | | 3070 | 170 | | 170 | 170 | 070 | • | 0.007 | • | 0.000 | 21000 | • |
| ~~ | From: | 2.25 | I-264 | | 201 | | 00/ | 201 | 201 | _ | 0.070 | _ | 0.540 | 40000 | |
| (17) Frederick Blvd | City of Portsmouth | 0.35 | 39000 F | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.078 | F | 0.516 | 40000 | F |
| <u>~</u> | To: From: | ALT SR | R 337 Turnpike l | Rd | | | | | | | | | | | |
| 17 Frederick Blvd | City of Portsmouth | 0.51 | 27000 F | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.079 | F | 0.503 | 28000 | F |
| <u> </u> | To: | IIS 5 | 58 Airline Blvd | | | | | | | | | | | | |
| 17 Frederick Blvd | City of Portsmouth | 0.16 | 17000 F | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.081 | F | 0.586 | 17000 | F |
| 17) Frodelick Biva | To: | | -8758 High St | 0070 | 070 | | 070 | 070 | 070 | • | 0.001 | • | 0.000 | 17000 | • |
| | From: | | 58, Frederick Bl | vd | | | | | | | | | | | |
| 17 High St | City of Portsmouth | 0.29 | 26000 F | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.08 | F | 0.638 | 26000 | F |
| | Tar | | odman Ave | | | | | | | | | | | | |
| 17 High St | City of Portsmouth | 2.13 | 31000 F | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.085 | F | 0.601 | 32000 | F |
| 17) 1 light St | City of 1 Ortsinouti | 2.10 | 31000 1 | 3370 | 070 | 070 | 0 70 | 076 | 070 | ' | 0.005 | ' | 0.001 | 32000 | • |
| ~~ · · · · · | From: | | 525 Cedar Lane | | | | | | | | | | | | |
| 17 High St | City of Portsmouth | 0.93 | 26000 F | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.085 | F | 0.551 | 26000 | F |
| | To | 124-852 | 8 Churchland Bl | vd | | \neg \vdash | | | | | | | | | |
| 17 High St | City of Portsmouth | 0.21 | 20000 F | 99% | 0% | 0% | 0% | 0% | 0% | F | 0.084 | F | 0.562 | 20000 | F |
| | To: | 124.05 | 32 Tyre Neck R | 4 | | | | | | | | | | | |
| 17 (Western Branch Blvd | City of Portsmouth | 0.22 | 23000 F | | 0% | 0% | 0% | 0% | 0% | F | 0.083 | F | 0.512 | 24000 | F |
| (17) Western Branch Blvd | To- | | L Chesapeake | 3370 | 070 | <u> </u> | 0 70 | 076 | 070 | ' | 0.003 | ' | 0.512 | 24000 | • |
| | rI | | | | | <u> </u> | | | | | | | | | |
| ALT Airling Physics | City of Dominion with | | L Chesapeake | 000/ | 40/ | 40/ | 00/ | 407 | 007 | F | 0.005 | _ | 0.504 | 4.4000 | _ |
| (58) (460) Airline Blvd | City of Portsmouth | 0.29 | 13000 F | 96% | 1% | 1% | 0% | 1% | 0% | ۲ | 0.085 | F | 0.591 | 14000 | F |
| ALT. | Ta- From: | Gr | reenwood Dr | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| ALT (58) (460) Airline Blvd | City of Portsmouth | 0.20 | 15000 F | 96% | 1% | 1% | 0% | 1% | 0% | F | 0.082 | F | 0.501 | 16000 | F |

Virginia Department of Transportation Traffic Engineering Division

2006 Annual Average Daily Traffic Volume Estimates By Section of Route City of Portsmouth

| | | City of Portsh | | | | | Tru | ıck | | | K | | Dir | | |
|-----------------------------------|--------------------------------|---------------------------------------------|--------|---------------|------|-------|--------|------|--------|----|--------|----|--------|-------|----|
| Route | Jurisdiction | Length AADT | QA | 4Tire | Bus | 2Axle | 3+Axle | | 2Trail | QC | Factor | QK | Factor | AAWDT | QW |
| ALT | From: | Elmhurst La | ne | | | | | | | | | | | | |
| (58) (460) Airline Blvd | City of Portsmouth | 1.30 12000 | F | 96% | 1% | 1% | 0% | 1% | 0% | F | 0.082 | F | 0.524 | 12000 | F |
| ALT | To- From: | SR 239 Victory | Blvd | | | | | | | | | | | | |
| (58) (460) Airline Blvd | City of Portsmouth | 0.28 13000 | F | 96% | 1% | 1% | 0% | 1% | 0% | F | 0.079 | F | 0.537 | 14000 | F |
| 38) (400) | To- | SR 337 Portsmou | | | | | | .,. | | | | - | | | |
| 58 Airline Blvd | City of Portsmouth | 1.40 15000 | F | 96% | 1% | 1% | 0% | 1% | 0% | F | 0.079 | F | 0.569 | 16000 | F |
| (38) / | To Table | | | 0070 | 170 | .,, | 070 | 170 | 070 | · | 0.010 | • | 0.000 | 10000 | • |
| (58) Airline Blvd | City of Portsmouth | US 17 Frederick 0.19 19000 | F F | 96% | 2% | 1% | 1% | 1% | 0% | F | 0.081 | F | 0.628 | 20000 | F |
| (58) / 11111110 E1VG | ony of 1 onto mount | | • | 3070 | 270 | 170 | 170 | 170 | 070 | • | 0.001 | • | 0.020 | 20000 | • |
| (58) London Blvd | City of Portsmouth | 0.72 High St | F | 96% | 2% | 1% | 1% | 1% | 0% | F | 0.079 | F | 0.644 | 21000 | F |
| (58) London Blvd | City of Portsmouth | | | 90% | 2% | 1% | 170 | 170 | 0% | Г | 0.079 | Г | 0.644 | 21000 | Г |
| ~~ N. C. L. H. 16 . 5 | From: | SR 141; London | | | | | | | | | | | | 20222 | |
| (58) Martin Luther King Freeway | City of Portsmouth (Maint: 64) | 0.77 29000 | R | | | | | | | | NA | | | 33000 | M |
| ~~ | To: From: | SR 164 Western | | | | | | | | | | | | | |
| (58) Martin Luther King Freeway | City of Portsmouth (Maint: 64) | 0.16 36000 | Α | | | | | | | | NA | | | 41000 | Α |
| ~ | To: From: | Elizabeth River Midto Martin Luther King | | nel | | _ | | | | | | | | | |
| 58 Elizabeth River Midtown Tunnel | City of Portsmouth (Maint: 64) | 1.00 36000 | A | | | | | | | | NA | | | 41000 | Α |
| (30) | To: | ECL Portsmo | | | | | | | | | | | | | |
| | From: | US 17 Frederick | Blvd | | | | | | | | | | | | |
| (141) George Washington Hwy | City of Portsmouth | 0.36 22000 | F | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.095 | F | 0.7 | 23000 | F |
| | To: | SR 337 Elm A | Ave | | | | | | | | | | | | |
| 141 George Washington Hwy | City of Portsmouth | 0.48 19000 | F | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.096 | F | 0.702 | 20000 | F |
| 141) | Tool | | | | | | | -,- | | - | | - | | | - |
| 141) Effingham St | City of Portsmouth | Portsmouth B 0.76 29000 | F | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.091 | F | 0.68 | 30000 | F |
| 141) Emilynam ot | Only of 1 ortaliodal | | | 3070 | 070 | 170 | 070 | 070 | 070 | • | 0.031 | ' | 0.00 | 30000 | |
| F#: | City of Dordon syste | I-264 | | 000/ | 007 | 40/ | 00/ | 00/ | 00/ | F | 0.070 | _ | 0.040 | 20000 | F |
| 141 Effingham St | City of Portsmouth | 0.18 37000 | F | 98% | 0% | 1% | 0% | 0% | 0% | г | 0.072 | F | 0.613 | 38000 | г |
| | To- From: | South St | | | | | | 401 | | | | _ | | | |
| 141 Effingham St | City of Portsmouth | 0.25 28000 | F | 98% | 1% | 0% | 0% | 1% | 0% | F | 0.075 | F | 0.593 | 30000 | F |
| | To- From: | High St | | | | | | | | | | | | | |
| 141 Effingham St | City of Portsmouth | 0.06 24000 | F | 98% | 1% | 0% | 0% | 1% | 0% | F | 0.074 | F | 0.557 | 26000 | F |
| <u> </u> | To: | London Bly | | | | | | | | | | | | | |
| 141 London Blvd | City of Portsmouth | 0.33 23000 | F | 98% | 1% | 0% | 0% | 1% | 0% | F | 0.084 | F | 0.745 | 25000 | F |
| 141) -5.1351. 2.13 | 5.ty 5. 1 Statistical | | • | 23/0 | . 70 | | J / 0 | . 70 | J / 0 | • | 3.30 r | • | 3 10 | _5000 | • |
| London Rlvd | City of Portsmouth | 0.83 27000 | F | ΩΩ0/. | 1% | 0% | Λο/: | 10/ | 0% | С | 0.000 | F | 0.746 | 29000 | F |
| 141 London Blvd | City of Portsmouth | 0.83 27000 M L King Free | | 98% | 170 | 0% | 0% | 1% | U% | C | 0.090 | Г | 0.740 | 29000 | Г |
| | From | ** | | | | | | | | | | | | | |
| 164) Western Freeway | City of Portsmouth (Maint: 64) | 0.88 37000 | k F | 95% | 1% | 1% | 1% | 3% | 0% | F | 0.089 | F | 0.543 | 46000 | F |
| 164 Western Freeway | City of Portsmouth (Maint. 64) | Towne Point | | <i>9</i> J /0 | 1 /0 | 1 /0 | 1 /0 | J/0 | U /0 | - | 0.003 | Г | 0.040 | 40000 | Г |

Virginia Department of Transportation Traffic Engineering Division

2006 Annual Average Daily Traffic Volume Estimates By Section of Route City of Portsmouth

| | | | | | | | | Tru | ıck | | | K | | Dir | | |
|------------------------|----------------------------------------------------|----------------|--------------|----------|-------|-----|-----------------|--------|-----|-----|----|--------|----|--------|-------|----|
| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | | 3+Axle | | | QC | Factor | QK | Factor | AAWDT | Q۱ |
| | From: | | owne Point I | | | | | | | | | | | | | |
| Western Freeway | City of Portsmouth (Maint: 64) | 1.35 | 39000 | F | 95% | 1% | 1% | 1% | 3% | 0% | F | 0.087 | F | 0.604 | 48000 | F |
| | To: From: | | Cedar Lane | | | | | | | | | | | | | _ |
| 164) Western Freeway | City of Portsmouth (Maint: 64) | 1.73 | 34000 | F | 95% | 1% | 1% | 1% | 3% | 0% | С | 0.087 | F | 0.654 | 41000 | I |
| <u> </u> | To- From: | | est Norfolk | | | | | | | | | | | | | |
| 164 Western Freeway | City of Portsmouth (Maint: 64) | 1.81 | 34000 | F | 95% | 1% | 1% | 1% | 3% | 0% | С | 0.087 | F | 0.654 | 41000 | l |
| <u> </u> | 107 | US 58, SR 33 | | | g Fwy | | | | | | | | | | | |
| Vietem Dhad | From: | | 7 Portsmout | | 000/ | 40/ | 40/ | 40/ | 40/ | 00/ | _ | 0.000 | _ | 0.500 | 7500 | |
| 239 Victory Blvd | City of Portsmouth | 0.22 | 7000 | F | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.086 | F | 0.569 | 7500 | |
| | From: | | 58 Airline E | | 2221 | | \Box | | | | | | | | | _ |
| Victory Blvd | City of Portsmouth | 0.33 | 23000 | F | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.077 | F | 0.55 | 25000 | |
| | To: From: | | I-264 | | | | | | | | | | | | | |
| 239 Victory Blvd | City of Portsmouth | 0.59 | 24000 | G | 96% | 1% | 1% | 1% | 1% | 0% | С | NA | | | 26000 | |
| <u> </u> | To: From: | (| Greenwood I | Or | | | | | | | | | | | | _ |
| 239 Victory Blvd | City of Portsmouth | 1.08 | 15000 | F | 96% | 1% | 1% | 1% | 1% | 0% | F | 0.082 | F | 0.55 | 16000 | |
| $\stackrel{\smile}{=}$ | Ta: From: | D | eep Creek B | lvd | | | | | | | | | | | | |
| 239) Victory Blvd | City of Portsmouth | 0.44 | 17000 | F | 95% | 1% | 1% | 2% | 1% | 0% | F | 0.084 | F | 0.603 | 18000 | |
| | To. From: | US 17 Ge | orge Washir | ngton Hy | vy | | \neg \vdash | | | | | | | | | |
| 239) Victory Blvd | City of Portsmouth | 0.42 | 11000 | F | 95% | 1% | 1% | 2% | 1% | 0% | С | 0.116 | F | 0.829 | 12000 | |
| \smile | To: | | Frailey Pl | | | | | | | | | | | | | |
| 239) Victory Blvd | City of Portsmouth | 0.83 | 5500 | F | 93% | 0% | 1% | 3% | 3% | 0% | С | 0.149 | F | 0.887 | 6000 | |
| \smile | Tax | | Afton Pkwy | 7 | | | | | | | | | | | | |
| 239) Victory Blvd | City of Portsmouth | 0.55 | 6300 | F | 95% | 1% | 1% | 2% | 1% | 0% | F | 0.149 | F | 0.905 | 6800 | |
| | To- | SI | R 337 Elm A | ve | | | | | | | | | | | | |
| East | From: | W | CL Portsmo | uth | | | | | | | | | | | | _ |
| 264) | City of Portsmouth (Maint: 64) | 0.23 | 26000 | F | 95% | 0% | 1% | 1% | 3% | 0% | F | 0.105 | F | | 28000 | |
| | Combined Traffic Estimates for 2 Parallel Roadways | on this Route: | 52000 | F | 95% | 0% | 1% | 1% | 3% | 0% | F | NA | | | 55000 | |
| T1 | To: From: | Gr | eenwood Dr | rive | | | \Box \vdash | | | | | | | | | |
| East 264) | City of Portsmouth (Maint: 64) | 1.29 | 21000 | F | 95% | 0% | 1% | 1% | 3% | 0% | F | 0.111 | F | | 23000 | |
| 264) | Combined Traffic Estimates for 2 Parallel Roadways | | | F | 95% | 0% | 1% | 1% | 3% | 0% | F | 0.080 | F | 0.721 | 51000 | |
| | To: | | | | 3070 | 070 | | 170 | 070 | 070 | • | 0.000 | • | 0.721 | 01000 | |
| East | From: | | 239 Victory | | | | | | | | | | | | | |
| East 264 | City of Portsmouth (Maint: 64) | 0.94 | 30000 | Α | 95% | 0% | 1% | 1% | 3% | 0% | С | 0.117 | Α | | 33000 | |
| \smile | Combined Traffic Estimates for 2 Parallel Roadways | on this Route: | 61000 | Α | 95% | 0% | 1% | 1% | 3% | 0% | С | 0.089 | Α | 0.662 | 65000 | |
| East ALT | To- From: | SR 33 | 7 Portsmout | h Blvd | | | | | | | | | | | | _ |
| 264) 460) | City of Portsmouth (Maint: 64) | 0.72 | 31000 | G | 95% | 0% | 1% | 1% | 3% | 0% | F | NA | | | 34000 | |
| 2047 (400) | Combined Traffic Estimates for 2 Parallel Roadways | | | G | 95% | 0% | 1% | 1% | 3% | 0% | F | NA | | | 66000 | |
| | To: | | 7 Frederick | | 00,0 | 0,0 | | . , , | 0,0 | 0,0 | • | | | | 00000 | • |

Virginia Department of Transportation Traffic Engineering Division

2006 Annual Average Daily Traffic Volume Estimates By Section of Route City of Portsmouth

| | | | | | | | | Tru | ck | | | K | | Dir | | |
|----------------------------|------------------------------------------|----------------------------|--------------|----------|-------|------|------------|--------|------|-------|----|--------|----|--------|--------|------|
| Route | Jurisdictio | n Length | AADT | QA | 4Tire | Bus | | 3+Axle | | | QC | Factor | QK | Factor | AAWDT | - Q\ |
| East ALT | From: | | 17 Frederick | | | | | 407 | | | _ | | | | | |
| 264 460 | City of Portsmouth | , | 40000 | G | 95% | 0% | 1% | 1% | 3% | 0% | F | NA | | | 44000 | (|
| | Combined Traffic Estimates for 2 Paralle | | | G | 95% | 0% | 1% | 1% | 3% | 0% | F | NA | | | 80000 | C |
| ast ALT | To: From: | D | eep Creek B | lvd | | | | | | | | | | | | |
| 264)(460) | City of Portsmouth | (Maint: 64) 0.67 | 41000 | G | 95% | 0% | 1% | 1% | 3% | 0% | F | NA | | | 44000 | (|
| | Combined Traffic Estimates for 2 Paralle | el Roadways on this Route: | 73000 | G | 95% | 0% | 1% | 1% | 3% | 0% | F | NA | | | 79000 | (|
| ast ALT | To: From: | SR | 141 Effingha | ım St | | | | | | | | | | | | |
| 64) 460 Elizabeth River Do | owntown Tunnel City of Portsmouth | (Maint: 64) 0.87 | 46000 | Α | 95% | 0% | 1% | 1% | 3% | 0% | F | 0.079 | Α | | 49000 | |
| | Combined Traffic Estimates for 2 Paralle | el Roadways on this Route: | 95000 | Α | 95% | 0% | 1% | 1% | 3% | 0% | F | 0.075 | Α | 0.509 | 102000 | |
| | To: | , | WCL Norfol | k | | | | | | | | | | | | |
| est | From: | | CL Portsmo | uth | | | | | | | | | | | | |
| 54) | City of Portsmouth | (Maint: 64) 0.61 | 26000 | F | 95% | 0% | 1% | 1% | 3% | 0% | F | 0.105 | F | | 27000 | |
| | Combined Traffic Estimates for 2 Paralle | el Roadways on this Route: | 52000 | F | 95% | 0% | 1% | 1% | 3% | 0% | F | NA | | | 55000 | |
| est | To: From: | Gı | reenwood Dr | ive | | | | | | | | | | | | |
| 64) | City of Portsmouth | (Maint: 64) 1.34 | 26000 | F | 95% | 0% | 1% | 1% | 3% | 0% | F | 0.105 | F | | 28000 | |
| | Combined Traffic Estimates for 2 Paralle | el Roadways on this Route: | 48000 | F | 95% | 0% | 1% | 1% | 3% | 0% | F | 0.080 | F | 0.721 | 51000 | |
| | Tax | SR | 239 Victory | Blvd | | | $ \vdash$ | | | | | | | | | |
| est | City of Portsmouth | | 30000 | Α | 95% | 0% | 1% | 1% | 3% | 0% | С | 0.118 | Α | | 32000 | |
| 54 | Combined Traffic Estimates for 2 Paralle | ` ' | | A | 95% | 0% | 1% | 1% | 3% | 0% | С | 0.089 | Α | 0.662 | 65000 | |
| | To: | <u> </u> | | | 3070 | 070 | | 170 | 070 | 070 | Ü | 0.000 | ,, | 0.002 | 00000 | |
| est ALT | From: | | 7 Portsmout | | | | | | | | | | | | | |
| 460 | City of Portsmouth | , | 30000 | F | 95% | 0% | 1% | 1% | 3% | 0% | F | 0.101 | F | | 32000 | |
| | Combined Traffic Estimates for 2 Paralle | | | G | 95% | 0% | 1% | 1% | 3% | 0% | F | NA | | | 66000 | |
| est ALT | To: From: | US | 17 Frederick | Blvd | | | | | | | | | | | | |
| 64)(460) | City of Portsmouth | (Maint: 64) 0.55 | 34000 | F | 95% | 0% | 1% | 1% | 3% | 0% | F | 0.099 | F | | 36000 | |
| | Combined Traffic Estimates for 2 Paralle | el Roadways on this Route: | 74000 | G | 95% | 0% | 1% | 1% | 3% | 0% | F | NA | | | 80000 | |
| est ALT | Ta: From: | D | eep Creek B | lvd | | | | | | | | | | | | |
| 64) (460) | City of Portsmouth | (Maint: 64) 1.17 | 33000 | F | 95% | 0% | 1% | 1% | 3% | 0% | F | 0.1 | F | | 35000 | |
| 7-7(-400) | Combined Traffic Estimates for 2 Paralle | , | 73000 | G | 95% | 0% | 1% | 1% | 3% | 0% | F | NA | | | 79000 | |
| | Tar | | 141 Effingha | ım St | | | | | | | | | | | | |
| est ALT | From: | | | | 050/ | 00/ | 40/ | 40/ | 20/ | 00/ | _ | 0.075 | ^ | | F2000 | |
| Elizabeth River Do | | , | 49000 | A | 95% | 0% | 1% | 1% | 3% | 0% | F | 0.075 | A | 0.500 | 53000 | |
| | Combined Traffic Estimates for 2 Paralle | , | WCL Norfol | A | 95% | 0% | 1% | 1% | 3% | 0% | Г | 0.075 | Α | 0.509 | 102000 | |
| | From: | | CL Chesapea | | | | <u> </u> | | | | | | | | | |
| Portsmouth Blvd | City of Portsm | | 30000 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.088 | F | 0.567 | 32000 | |
| | | | odges Ferry | | | | — <u> </u> | | | - / - | | | | | | |
| 37) Portsmouth Blvd | From: City of Portsm | | 25000 | F F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.091 | F | 0.578 | 27000 | |
| 31). Granidan biya | To: | | Elmhurst Lar | | 0070 | 1 /0 | | 0 /0 | 0 /0 | 0 /0 | • | 0.001 | • | 0.070 | 2,000 | |

| | | City of Portsmouth | | | | Tru | ıck | | | K | | Dir | | |
|---------------------------------|------------------------------------------|------------------------------------------------|--------|------|-----------------|--------|------|------|----|--------|----|--------|-------|----|
| Route | Jurisdiction | Length AADT QA | 4Tire | Bus | | 3+Axle | | | QC | Factor | QK | Factor | AAWDT | Q\ |
| | From: | Elmhurst Lane | | | | | | | | | | | | |
| Portsmouth Blvd | City of Portsmouth | 1.17 22000 F | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.088 | F | 0.609 | 24000 | ı |
| | To- From: | SR 239 Victory Blvd | | | | | | | | | | | | |
| Portsmouth Blvd | City of Portsmouth | 0.23 17000 F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.087 | F | 0.623 | 18000 | |
| \smile | To- From: | US 58, ALT US 460 Airline B | lvd | | _ | | | | | | | | | |
| ALT 337) 460 Portsmouth Blvd | City of Portsmouth | 0.10 15000 F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.078 | F | 0.509 | 16000 | |
| 460 Portsmouth Blvd | Oity of 1 oftsmouth | | 3070 | 170 | | 070 | 070 | 070 | | 0.070 | • | 0.505 | 10000 | |
| ALT | From: | ALT SR 337 Turnpike Rd | | | | | | | | | | | | |
| 337 (460) Portsmouth Blvd | City of Portsmouth | 0.15 13000 F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.082 | F | 0.654 | 15000 | |
| ALT | Ta- From: | I-264 Ramp | | | | | | | | | | | | |
| 337) 460 Portsmouth Blvd | City of Portsmouth | 0.22 13000 N | 98% | 1% | 1% | 0% | 0% | 0% | Ν | 0.082 | N | 0.654 | 15000 | |
| 387/489 | Tov | End ALT US 460 Overlap | | | | | | | | | | | | |
| Portsmouth Blvd | City of Portsmouth | 0.08 13000 N | 98% | 1% | 1% | 0% | 0% | 0% | Ν | 0.082 | N | 0.654 | 15000 | |
| | Та | I-264 Ramp | | | | | | | | | | | | |
| 937) Portsmouth Blvd | City of Portsmouth | 0.98 11000 F | 96% | 1% | 1% | 0% | 1% | 0% | F | 0.09 | F | 0.574 | 12000 | |
| 337) Toriomodin Biva | ony or i onemican | | | 170 | | 070 | 170 | 070 | • | 0.00 | • | 0.07 1 | 12000 | |
| Portsmouth Blvd | City of Portsmouth | Deep Creek Blvd 0.17 6800 F | 96% | 1% | 1% | 0% | 1% | 0% | F | 0.093 | F | 0.616 | 7300 | |
| 1 Orismodin Bivd | City of 1 oftsmouth | | 30 70 | 1 /0 | 1 70 | 076 | 1 /0 | 076 | ' | 0.033 | • | 0.010 | 7300 | |
| Portsmouth Blvd | City of Portsmouth | ALT US 17 Frederick Blvd 0.79 9400 F | 96% | 1% | 1% | 0% | 1% | 0% | С | 0.116 | F | 0.774 | 10000 | |
| 337/ Portsmouth Bivd | City of Fortsmouth | US 17 Elm Ave | 90% | 170 | 176 | 0% | 170 | 0% | C | 0.116 | г | 0.774 | 10000 | |
| | From: | US 17 Portsmouth Blvd | | | | | | | | | | | | |
| 337) Elm Ave | City of Portsmouth | 0.32 6900 F | 96% | 1% | 1% | 0% | 1% | 0% | F | 0.103 | F | 0.584 | 7400 | |
| <u> </u> | To. From: | US 17 George Washington Hwy; S | SR 141 | | \neg \vdash | | | | | | | | | |
| 337 Elm Ave | City of Portsmouth | 0.72 8600 F | 96% | 1% | 1% | 0% | 1% | 0% | F | 0.105 | F | 0.710 | 9300 | |
| <u> </u> | To- | SR 239 Victory Blvd | | | | | | | | | | | | |
| Elm Ave | City of Portsmouth | 0.23 9600 F | 96% | 1% | 1% | 0% | 1% | 0% | F | 0.106 | F | 0.624 | 10000 | |
| \mathcal{L} | Tas | Burtons Point Rd | | | — — | | | | | | | | | |
| 337) Elm Ave | City of Portsmouth | 0.32 6700 F | 96% | 1% | 1% | 0% | 1% | 0% | F | 0.123 | F | 0.585 | 7200 | |
| | To | WCL Chesapeake | | | | | | | | | | | | |
| ALT | From: | SR 337 Portsmouth Blvd | | | | | | | | | | | | |
| Turnpike Rd | City of Portsmouth | 1.05 5300 F | 83% | 2% | 2% | 3% | 11% | 0% | F | 0.088 | F | 0.559 | 5700 | |
| OLT. | To: From: | US 17 Frederick Blvd | | | \Box \vdash | | | | | | | | | |
| <u>ALT</u> 337)Turnpike Rd | City of Portsmouth | 0.30 11000 F | 83% | 2% | 2% | 3% | 11% | 0% | F | 0.076 | F | 0.619 | 12000 | |
| 337) · 3111pillo 1 (3 | To T | | 5570 | -/0 | | J / 0 | /0 | J /0 | • | 0.070 | • | 0.010 | 000 | |
| ALT | From: | Howard St | | | | | | | | | | | | |
| Turnpike Rd | City of Portsmouth | 0.54 8800 F | 83% | 2% | 2% | 3% | 11% | 0% | С | 0.079 | F | 0.548 | 9400 | |
| ALT | To: From: | Harbor Dr Cassell Ave | | | | | | | | | | | | |
| 337) Harbor Dr | City of Portsmouth | 0.05 4100 F | 83% | 2% | 2% | 3% | 11% | 0% | F | 0.101 | F | 0.539 | 4400 | |
| 337). 3.00. 2. | To: | County St | 0070 | -/0 | | J /0 | 1170 | J /0 | • | 0.701 | • | 0.500 | 1 100 | |

| | | | OI PORSIII | | | | | Tru | ıck | | | K | | Dir | | |
|---------------------------------------|---------------------------------------------|-------------------------|--------------|--------|-------|----------|-----------------|-----------|-----------|----------|---------|-------------|------|--------|---------|-----|
| Route | Jurisdiction | Length | AADT | QA | 4Tire | Bus | | 3+Axle | | | QC | Factor | QK | Factor | AAWDT | QW |
| ALT | From: | | County St | | | | | | | | | | | | | |
| ₃₃₇)Harbor Dr | City of Portsmou | uth 0.11 | 5600 | F | 83% | 2% | 2% | 3% | 11% | 0% | F | 0.097 | F | 0.502 | 6100 | F |
| ALT | Ta: From: | | High St | | | | | | | | | | | | | |
| 337) Harbor Dr | City of Portsmou | uth 0.24 | 5600 | N | 83% | 2% | 2% | 3% | 11% | 0% | Ν | 0.097 | Ν | 0.502 | 6100 | Ν |
| <u></u> | To | | US 58 | | | | | | | | | | | | | |
| ALT | From: | | L Chesapea | | | | | | | | | | | | | |
| 460 (58 Airline Blvd | City of Portsmou | uth 0.29 | 13000 | F | 96% | 1% | 1% | 0% | 1% | 0% | F | 0.085 | F | 0.591 | 14000 | F |
| ALT | To: From: | G | reenwood D | r | | | | | | | | | | | | |
| 460 58 Airline Blvd | City of Portsmou | uth 0.20 | 15000 | F | 96% | 1% | 1% | 0% | 1% | 0% | F | 0.082 | F | 0.501 | 16000 | F |
| ~~ | To | E | lmhurst Lan | ie | | | | | | | | | | | | |
| ALT 460 \ 58 \ Airline Blvd | City of Portsmou | uth 1.30 | 12000 | F | 96% | 1% | 1% | 0% | 1% | 0% | F | 0.082 | F | 0.524 | 12000 | F |
| 460 58 Airline Blvd | Oity of 1 oftsmou | | | | 3070 | 170 | 170 | 070 | 170 | 070 | ' | 0.002 | ' | 0.024 | 12000 | • |
| ALT ~~ | From: | | CTORY BLV | | | | | | | | | | | | | |
| 460 58 Airline Blvd | City of Portsmou | ıth 0.28 | 13000 | F | 96% | 1% | 1% | 0% | 1% | 0% | F | 0.079 | F | 0.537 | 14000 | F |
| ALT | To: From: | U | S 58, SR 33 | 7 | | | | | | | | | | | | |
| 460 (337) Portsmouth Blvd | City of Portsmou | uth 0.10 | 15000 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.078 | F | 0.509 | 16000 | F |
| \sim | To: From: | ALT S | R 337 Turnp | ike Rd | | | \neg \vdash | | | | | | | | | |
| ALT 460 (337) Portsmouth Blvd | City of Portsmou | uth 0.15 | 13000 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.082 | F | 0.654 | 15000 | F |
| 400)(331) | To | | I-264 | | | | | | | | | | | | | |
| ALT | From: L | | | | 2001 | 407 | 40/ | 001 | 007 | 001 | | 0.000 | | 0.054 | 45000 | |
| 960 337 Portsmouth Blvd | City of Portsmou | | 13000 | N | 98% | 1% | 1% | 0% | 0% | 0% | N | 0.082 | N | 0.654 | 15000 | N |
| ALT | To: From: | | Γ 337 & I-26 | 64 | | | | | | | | | | | | |
| 160 264 | City of Portsmouth (Ma | • | | | 5 | See I-26 | 4 for dir | ectional | traffic v | olume es | stimate | es for this | segr | ment. | | |
| ~ _ | Combined Traffic Estimates for 2 Parallel R | Roadways on this Route: | 61000 | G | 95% | 0% | 1% | 1% | 3% | 0% | F | NA | | | 66000 | G |
| ALT | To: From: | US 1 | 7 Frederick | Blvd | | | | | | | | | | | | |
| 460 (264) | City of Portsmouth (Ma | aint: 64) 0.99 | | | 5 | See I-26 | 4 for dir | ectional | traffic v | olume es | stimate | es for this | segr | ment. | | |
| \sim | Combined Traffic Estimates for 2 Parallel R | Roadways on this Route: | 74000 | G | 95% | 0% | 1% | 1% | 3% | 0% | F | NA | | | 80000 | G |
| ALT | Ta: From: | De | ep Creek Bl | lvd | | | | | | | | | | | | |
| 460 (264) | City of Portsmouth (Ma | aint: 64) 0.67 | | | 5 | See I-26 | 4 for dir | ectional | traffic v | olume es | stimate | es for this | segr | ment. | | |
| | Combined Traffic Estimates for 2 Parallel R | Roadways on this Route: | 73000 | G | 95% | 0% | 1% | 1% | 3% | 0% | F | NA | | | 79000 | G |
| N.T. | To- Frame | SR 1 | 41 Effinghai | m St | | | | | | | | | | | | |
| ALT 160 (264) Elizabeth River Down | ntown Tunnel City of Portsmouth (Ma | aint: 64) 0.87 | | | ٠ | See I-26 | 4 for dir | ectional: | traffic v | olume es | stimate | es for this | sear | ment. | | |
| 460 264 Elizabeth River Dow | Combined Traffic Estimates for 2 Parallel R | • | 95000 | Α | 95% | 0% | 1% | 1% | 3% | 0% | F | 0.075 | A A | 0.509 | 102000 | Α |
| | To To | | VCL Norfoll | | 5576 | 070 | | . 70 | 270 | 570 | • | 0.0.0 | | 5.500 | . 52000 | , (|

| | | | | | | City Oi | Portsmou | au i | | | | | | | | |
|-------------------------------|--------|---------------------|----------|-------|------|----------------|-------------------|-----------|--------|----|-------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru | | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Portsmouth | | From | | | | | 15.1 | | | | - | | | | | |
| F ₁₅₄) Liberty St | 0.40 | 20 | F | | | D | ead End | | | | 0.22 | F | 0.556 | 20 | F | 2006 |
| (1)34) = 100 1) 01 | | To | | | | Taze | well Street | | | | | - | | | - | |
| | | From | | | | Mt V | ernon Ave | | | | Ī | | | | | |
| 1 Bayview Blvd | 0.21 | 390 | F | 97% | 1% | 2% | 0% | 0% | 0% | С | 0.096 | F | 0.525 | 420 | F | 2006 |
| <u> </u> | | То | | | | Chau | tauqua Ave | | | | | | | | | |
| O - · · | | From | L | | | 124-8525 | River Shore | e Rd | | | | | | | | |
| (8516) Cedar Lane | 0.42 | 950 To | F | | | D | 4 F 4 | | | | 0.208 | F | 0.556 | 1000 | F | 2006 |
| | | From | | | | | ead End | | | | | | | | | |
| 8520) Towne Point Rd | 0.71 | 8700 | F | 98% | 1% | 1% | L Suffolk 0% | 0% | 0% | F | 0.092 | F | 0.548 | 9400 | F | 2006 |
| 1 owne Point Rd | 0.71 | 0700 | | 30 76 | 1 /0 | | | 0 70 | 070 | ' | 0.032 | ' | 0.540 | 3400 | ' | 2000 |
| Towns Point Pd | 0.12 | From | F | 000/ | 10/ | | n Pines Rd | 00/ | 00/ | С | 0.097 | _ | 0.506 | 20000 | F | 2006 |
| 8520 Towne Point Rd | 0.13 | 26000 | | 98% | 1% | 1% | 0% | 0% | 0% | C | 0.087 | F | 0.586 | 28000 | Г | 2006 |
| O Tarrest Date Date | 0.04 | From | <u> </u> | 000/ | 40/ | | Western Fy | | 00/ | | | _ | 0.504 | 00000 | _ | 0000 |
| 8520 Towne Point Rd | 0.31 | 24000 To | F | 98% | 1% | 1% | O% Chacanaalta | 0% | 0% | F | 0.089 | F | 0.504 | 26000 | F | 2006 |
| | | From | I | | | | Chesapeake | | | | <u> </u> | | | | | |
| 8522) Portsmouth Blvd | 0.34 | 5700 | F | 99% | 0% | 1% | Ilm Ave 0% | 0% | 0% | F | 0.132 | F | 0.815 | 6100 | F | 2006 |
| 0022) I GROTIOURI DIVU | 0.04 | | | 0070 | 0 /0 | | | 0 /0 | 0 /0 | • | | • | 0.010 | 0100 | • | 2000 |
| 8522) Portsmouth Blvd | 0.55 | 5000 From | F | 99% | 0% | 1% | ingham St 0% | 0% | 0% | С | 0.120 | F | 0.775 | 5400 | F | 2006 |
| Portsmouth Biva | 0.55 | To | | 3376 | 070 | | enter Pkwy | 0 70 | 070 | | 0.120 | ' | 0.773 | 3400 | ' | 2000 |
| | | From | | | | | n Point Rd | | | | | | | | | |
| 8523) Twin Pines Rd | 0.90 | 10000 | F | 98% | 1% | 0% | 0% | 0% | 0% | С | 0.093 | F | 0.582 | 11000 | F | 2006 |
| 55259 | | To | | | | Crrrs | | | | | | | | | | |
| 8523) Twin Pines Rd | 0.63 | 4000 | F | 98% | 1% | 0% | nnanoa Dr 0% | 0% | 0% | F | 0.096 | F | 0.516 | 4300 | F | 2006 |
| 8323) | | То | | | | | lgerow Cir | | | | | - | | | • | |
| \sim | | From | | | | | n Pines Rd | | | | | | | | | |
| 8523 Hedgerow Ln | 0.28 | 1900 | F | 98% | 1% | 0% | 0% | 0% | 0% | F | 0.131 | F | 0.593 | 2100 | F | 2006 |
| | | 10 | | | | | r Shore Rd | | | | | | | | | |
| 8524) Churchland Blvd | 0.09 | 14000 | F | 99% | 1% | ECL 0% | Chesapeake 0% | 0% | 0% | F | 0.096 | F | 0.551 | 15000 | F | 2006 |
| (8524) Churchiand Biva | 0.09 | 14000 To | ┌╴ | 99% | 170 | | Norfolk Rd | | 076 | Г | 0.096 | Г | 0.551 | 13000 | Г | 2000 |
| _ | | From | | | | | chland Blvd | | | | | | | | | |
| 8524) W Norfolk Rd | 0.11 | 3400 | F | 99% | 1% | 0% | 0% | 0% | 0% | F | 0.106 | F | 0.543 | 3700 | F | 2006 |
| \bigcirc | | To From | | | | Tyre | e Neck Rd | | | | | | | | | |
| 8524) W Norfolk Rd | 1.05 | 6000 | F | 99% | 1% | 0% | 0% | 0% | 0% | С | 0.113 | F | 0.561 | 6500 | F | 2006 |
| \bigcirc | | To From | | | | Ce | dar Lane | | | | | | | | | |
| 8524) W Norfolk Rd | 1.47 | 5100 | F | 99% | 1% | 0% | 0% | 0% | 0% | F | 0.097 | F | 0.651 | 5500 | F | 2006 |
| \bigcup | | To | | | | SR 164 | Western Fv | vv | | | | | | | | |
| 8524) W Norfolk Rd | 0.46 | 290 From | F | 99% | 1% | 0% | 0% | 0% | 0% | F | 0.127 | F | 0.781 | 310 | F | 2006 |
| \bigcirc | | То | | | | Bro | adway St | | | | | | | | | |
| | | From | | | | Feu | dist Drive | | | | | | | | | |
| 8525) Sterling Point Rd | 0.38 | 1800 | F | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.101 | F | 0.51 | 1900 | F | 2006 |
| | | To From | | | | 1 | High St | | | | | | | | | |
| (8525) Cedar Lane | 1.18 | 11000 | F | 97% | 1% | 1% | 0% | 0% | 0% | С | 0.096 | F | 0.528 | 12000 | F | 2006 |
| \smile | | To From | | - | | | Norfolk Rd | | | | | | | | | |
| 8525) Cedar Ln | 0.35 | 17000 | F | 97% | 1% | 1% | Norfolk Rd 0% | 0% | 0% | F | 0.101 | F | 0.543 | 19000 | F | 2006 |
| 8525) Cedar Lh | 0.00 | | | J1 /0 | 1 /0 | | | | 570 | • | | • | 0.040 | .0000 | • | 2000 |
| 8525) Cedar Ln | 0.35 | From | F | 97% | 10/. | SR 164 V 1% | Vestern Free | way 0% | 0% | F | 0.123 | F | 0.501 | 11000 | F | 2006 |
| 8525 Cedar Lh | 0.35 | 10000 _{To} | | 31 70 | 1% | | r Shore Rd | U70 | U70 | Г | 0.123 | Г | 0.501 | 11000 | Г | 2006 |
| | | From | | | | | dar Lane | | | | | | | | | |
| 8525) River Shore Rd | 0.11 | 8200 | F | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.100 | F | 0.562 | 8800 | F | 2006 |
| $\overline{}$ | | To To | - | | | Oa | khurst Rd | | | | <u> </u> | | | | | |
| 8525) River Shore Rd | 0.85 | 3500 From | F | 97% | 1% | 1% | 0% | 0% | 0% | F | 0.091 | F | 0.551 | 3800 | F | 2006 |
| \smile | | To | | | | Hed | gerow Lane | | | | | | | | | |

| | | | | | | City of | Portsmo | uth | | | | | | | | |
|----------------------------|--------|--------------------|----|-------|-----|------------|-----------------|---------|--------|----|-------------|----|---------------|-------|-----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Portsmouth | | From: | 1 | | | | -1 10 | | | | _ | | | | | |
| (8526) Chautauqua Ave | 0.58 | 1600 | F | 88% | 2% | 9% | ul-d-Sac 0% | 0% | 0% | F | 0.092 | F | 0.522 | 1700 | F | 2006 |
| | | To | | | | Cle | veland St | | | | | | | | | |
| (8526) Chautauqua Ave | 0.12 | 1900 | F | 88% | 2% | 9% | 0% | 0% | 0% | С | 0.082 | F | 0.503 | 2000 | F | 2006 |
| | | To: | | | | D | etroit St | | | | _ | | | | | |
| (8526) Chautauqua Ave | 0.14 | 1200 | F | 88% | 2% | 9% | 0% | 0% | 0% | F | 0.081 | F | 0.503 | 1300 | F | 2006 |
| <u> </u> | | From | | | | | esley St | | | | \neg | | | | | |
| (8526) Chaltauqua Ave | 0.26 | 1300 To: | F | 88% | 2% | 9% Bay | 0% view Blvd | 0% | 0% | F | 0.120 | F | 0.653 | 1400 | F | 2006 |
| | | From | | | | | Norfolk R | 1 | | | | | | | | |
| (8528) Churchland Blvd | 0.13 | 9700 | F | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.098 | F | 0.544 | 10000 | F | 2006 |
| | | To: | | | | Tyre | e Neck Rd | | | | _ | | | | | |
| (8528) Churchland Blvd | 0.27 | 11000 | F | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.103 | F | 0.508 | 11000 | F | 2006 |
| | | To | | | | Higl | h St US 17 | | | | | | | | | |
| 8532) Tyre Neck Rd | 0.24 | From: | F | 99% | 0% | NCL 1% | Chesapeak 0% | e 0% | 0% | F | 0.096 | F | 0.619 | 12000 | F | 2006 |
| (8532) Tyre Neck Rd | 0.24 | 11000 | | 9970 | 0% | | | 0% | 070 | Г | 0.096 | Г | 0.619 | 12000 | Г | 2006 |
| (8532) Tyre Neck Rd | 0.18 | 5800 | F | 99% | 0% | 1% | High St 0% | 0% | 0% | С | 0.094 | F | 0.547 | 6200 | F | 2006 |
| (8532) Tyre reserved | 0.10 | To | | 0070 | 070 | | chland Blv | | 070 | | | | 0.011 | 0200 | | 2000 |
| 8532) Tyre Neck Rd | 0.09 | 3900 From: | F | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.1 | F | 0.533 | 4200 | F | 2006 |
| | | To | | | | WN | Norfolk Rd | | | | | | | | | |
| | | From: | | | | | dar Lane | | | | | | | | | |
| 8534 Hatton Pt Rd | 0.56 | 3000 To. | F | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.093 | F | 0.611 | 3200 | F | 2006 |
| | | From | | | | | Goff St | | | | | | | | | |
| (8536) Western Branch Blvd | 0.58 | 5700 | F | 97% | 2% | 1% | High St 0% | 0% | 0% | F | 0.098 | F | 0.502 | 6200 | F | 2006 |
| 0000 | | To | | | | | High St | | | | | | | | | |
| 8536) Hartford St | 1.00 | 4000 From: | F | 97% | 2% | 1% | 0% | 0% | 0% | С | 0.111 | F | 0.529 | 4300 | F | 2006 |
| | | To | | | | Mt V | ernon Ave | : | | | | | | | | |
| O = | | From | | | | | ctory Blvd | | | | | | | | | |
| 8537 Elmhurst Ln | 1.41 | 3500 | F | 97% | 2% | 1% | 0% | 0% | 0% | F | 0.093 | F | 0.608 | 3700 | F | 2006 |
| 8537) Elmhurst Ln | 0.18 | 4300 | F | 97% | 2% | Gar 1% | wood Ave 0% | 0% | 0% | F | 0.097 | F | 0.571 | 4600 | F | 2006 |
| (8537) Elmhurst Ln | 0.16 | 4300 | | 9170 | 270 | | | 0% | 070 | Г | 0.097 | Г | 0.571 | 4600 | Г | 2006 |
| (8537) Elmhurst Ln | 0.71 | 6900 | F | 97% | 2% | 1% | line Blvd 0% | 0% | 0% | С | 0.095 | F | 0.617 | 7400 | F | 2006 |
| 6337) Zirrindrot Zir | 0.7 1 | To | | 01 70 | 270 | | erokee Rd | 070 | 070 | | | | 0.017 | 7 100 | · . | 2000 |
| 8537) Elmhurst Ln | 0.31 | 7100 | F | 97% | 2% | 1% | 0% | 0% | 0% | F | 0.099 | F | 0.587 | 7700 | F | 2006 |
| | | To | | | | | mouth Blv | 1 | | | | | | | | |
| (8537) Elmhurst Ln | 0.89 | 5300 From: | F | 97% | 2% | 1% | 0% | 0% | 0% | F | 0.095 | F | 0.503 | 5700 | F | 2006 |
| | | To | | | | S | hore Dr | | | | | | | | | |
| 0 0 1 1 | 0.07 | From: | | 070/ | 00/ | | es Ferry R | | 00/ | | 0.005 | _ | 0.570 | 4000 | _ | 0000 |
| (8538) Cherokee Rd | 0.67 | 3900 _{To} | F | 97% | 2% | 1% City | 0% Park Ave | 0% | 0% | F | 0.095 | F | 0.578 | 4200 | F | 2006 |
| | | From | 1 | | | | titution Av | 2 | | | + | | | | | |
| (8539) County St | 0.40 | 4600 | F | 91% | 1% | 1% | 2% | 4% | 0% | F | 0.086 | F | 0.612 | 4900 | F | 2006 |
| | | To- From: | | | | Pen | insula Ave | | | | | | | | | |
| (8539) County St | 0.31 | 4200 | F | 91% | 1% | 1% | 2% | 4% | 0% | С | 0.092 | F | 0.653 | 4500 | F | 2006 |
| $\frac{\circ}{\circ}$ | | To: From: | | | | E | lm Ave | | | | | | | | | |
| (8539) County St | 0.33 | 3800 | F | 93% | 0% | 1% | 2% | 4% | 0% | С | 0.090 | F | 0.603 | 4100 | F | 2006 |
| <u> </u> | | From | | | | | ingham St | | | | _ | | | | | |
| (8539) County St | 0.34 | 3300 | F | 98% | 0% | 1% | 0% | 0% | 0% | С | 0.097 | F | 0.801 | 3500 | F | 2006 |
| \smile | | To | | | | (| Court St | | | | | | | | | |
| (8539) County St | 0.16 | 2800 | F | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.107 | F | 0.820 | 3000 | F | 2006 |

| | | | | | | Oity Oi | PORSITIO | Julii | | | | | | | | |
|------------------------|--------|--------------------|----------------------------------------------|-------|------------|----------------|------------------|---------------|-----|----|-------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | Trı 3+Axle | uck 1Trail | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Portsmouth | | From | 1 | | | D : | 4 D1 101 | 227 | | | | | | | | |
| 8540) Hodges Ferry Rd | 0.28 | 7700 | F | 99% | 0% | Portsmou 1% | th Blvd SI 0% | 0% | 0% | F | 0.084 | F | 0.518 | 8200 | F | 2006 |
| Hodges Ferry Rd | 0.20 | 7.00 | | 0070 | 070 | | | 070 | 070 | | 0.004 | • | 0.010 | 0200 | • | 2000 |
| 8540 Hodges Ferry Rd | 0.26 | 6700 | T | 99% | 0% | L | ogan St 0% | 0% | 0% | F | 0.084 | F | 0.531 | 7200 | F | 2006 |
| Hodges Ferry Rd | 0.20 | т. | . — | 0070 | 070 | | | 070 | 070 | | | • | 0.001 | 7200 | • | 2000 |
| 8540 Hodges Ferry Rd | 0.76 | 7000 | F | 99% | 0% | 1% | erokee Rd 0% | 0% | 0% | С | 0.081 | F | 0.526 | 7500 | F | 2006 |
| Hoages Ferry Ra | 0.70 | 7000 | <u>. </u> | 0070 | 070 | | | 070 | 070 | Ŭ | | • | 0.020 | 7000 | • | 2000 |
| 8540) Greenwood Dr | 0.57 | 17000 | 1 | 99% | 0% | 1% | line Blvd 0% | 0% | 0% | F | 0.080 | F | 0.519 | 18000 | F | 2006 |
| Greenwood Dr | 0.57 | 17000 | | 3376 | 0 70 | | | 0 70 | 070 | ' | 0.000 | ' | 0.519 | 10000 | ' | 2000 |
| 8540) Greenwood Dr | 0.80 | 16000 | F | 95% | 1% | 1% | I-264 4% | 0% | 0% | F | 0.092 | F | 0.533 | 17000 | F | 2006 |
| Greenwood Dr | 0.00 | 10000 | | 95 /6 | 1 /0 | | | 076 | 076 | Г | 0.092 | | 0.555 | 17000 | | 2000 |
| Crosswood Dr | 0.62 | From | ╙╤ | 0E9/ | 10/ | | alier Blvd | 00/ | 00/ | | | | 0.540 | 10000 | F | 2000 |
| Greenwood Dr | 0.63 | 9700 | F | 95% | 1% | 1% | 4% | 0% | 0% | F | 0.08 | F | 0.542 | 10000 | Г | 2006 |
| | 4.05 | From | <u> </u> | 050/ | 407 | | tory Blvd | 00/ | 201 | | | | 0.550 | 5500 | _ | |
| Greenwood Dr | 1.05 | 5100 | F | 95% | 1% | 1% | 4% | 0% | 0% | С | 0.101 | F | 0.553 | 5500 | F | 2006 |
| <u> </u> | 2.22 | From | <u> </u> | 0501 | 461 | | endence S | | 607 | _ | | _ | 0.555 | 4700 | _ | 000 |
| Greenwood Dr | 0.36 | 4400 | F | 95% | 1% | 1% | 4% | 0% | 0% | F | 0.100 | F | 0.523 | 4700 | F | 2006 |
| <u> </u> | | From | | | | | Creek Blv | | | | <u> </u> | | | | | |
| Greenwood Dr | 0.50 | 3400 To | F | 95% | 1% | 1% | 4% | 0% | 0% | F | 0.101 | F | 0.586 | 3700 | F | 2000 |
| | | | <u> </u> | | | | Vashington | | | | | | | | | |
| Casad Fairway | 0.20 | From | ᄂ | 000/ | 10/ | | ler Harper | | 00/ | - | 0.005 | _ | 0.625 | 760 | F | 200 |
| Snead Fairway | 0.30 | 710 | F | 98% | 1% | 1% | es Ferry R | 0% d | 0% | С | 0.095 | F | 0.635 | 760 | Г | 2006 |
| | | From | ! : | | | | | | | | - | | | | | |
| Gity Park Ave | 0.79 | 2000 | F | 99% | 1% | 0% | Airline Bl 0% | 0% | 0% | F | 0.107 | F | 0.590 | 2200 | F | 2006 |
| 3543) Only 1 directive | 0.70 | | · | | 170 | | | | | | | • | 0.000 | 2200 | • | 200 |
| Gity Park Ave | 0.58 | 4300 | | 99% | 1% | 0% | ortsmouth 0% | 0% | 0% | F | 0.101 | F | 0.579 | 4600 | F | 2000 |
| 8543) City Park Ave | 0.50 | 4300 | | 3370 | 1 70 | | ifford St | 070 | 070 | ' | 7 | • | 0.575 | 4000 | ' | 2000 |
| | | From | | | | | Park Ave | | | | | | | | | |
| S543 Clifford St | 0.53 | 7500 | F | 99% | 1% | 0% | 0% | 0% | 0% | С | 0.102 | F | 0.593 | 8000 | F | 200 |
| | | To From | | | | | hatan Ave | | | | _ | | | | | |
| Powhatan Ave | 0.26 | 5900 | F | 99% | 1% | 0% | 0% | 0% | 0% | F | 0.104 | F | 0.605 | 6300 | F | 200 |
| 0043) | | To | | | .,, | | King St | | | - | | | | | | |
| O | | From | | | | | hatan Ave | | | | | _ | | | _ | |
| 8543) King St | 0.79 | 6500 To | F | 99% | 1% | 0% | 0% | 0% | 0% | F | 0.101 | F | 0.641 | 7000 | F | 2000 |
| <u> </u> | | | | | | | lman Ave | | | | _ | | | | | |
| Rodman Ave | 0.58 | 7400 | F | 98% | 1% | SR 337 P 1% | ortsmouth 0% | Blvd 0% | 0% | F | 0.001 | F | 0.519 | 8000 | F | 200 |
| Rodman Ave | 0.36 | 7 400 To | | 90% | 170 | | oline Ave | 0% | 0% | Г | 0.091 | Г | 0.519 | 8000 | Г | 2000 |
| | | From | | | | | lman Ave | | | | | | | | | |
| 8544) Caroline Ave | 0.19 | 370 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.123 | F | 0.564 | 400 | F | 200 |
| | | To From | | | | US 58 | Airline Bl | vd | | | \neg — | | | | | |
| 8544) Caroline Ave | 1.05 | 2200 | F | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.103 | F | 0.701 | 2400 | F | 200 |
| | | To | | | | Sher | nandoah St | | | | | | | | | |
| _ | | From | | | | US 58 | Airline Bl | vd | | | | | | | | |
| Rodman Ave | 0.61 | 7500 | F | | | | | | | | 0.091 | F | 0.511 | 8000 | F | 2000 |
| <u> </u> | | To | | | | I | High St | | | | | | | | | |
| | 4 | From | <u> </u> | | | Mo | cLean St | | | | | _ | 0.00= | 0000 | _ | 000 |
| 8546 Elliott Ave | 1.60 | 3000 Ta | F | | | D1 · | J. D11 TY | 17 | | | 0.103 | F | 0.637 | 3200 | F | 2006 |
| | | | <u> </u> | | | | ck Blvd US | | | | | | | | | |
| 9547) Deep Creek Blvd | 0.00 | From | F | 97% | 2% | | Chesapeal | ке 0% | 00/ | F | 0.000 | F | 0.500 | 6200 | F | 2006 |
| Deep Creek Blvd | 0.28 | 5800 | | 31 70 | 2 % | 1% | 0% | U-70 | 0% | Г | 0.099 | ۲ | 0.599 | 6300 | Г | ZUU(|
| Dans Oreal Dist | 0.04 | From | <u> </u> | 0701 | 001 | | tory Blvd | 001 | 00/ | | 0.000 | | 0.544 | 7000 | | |
| 8547 Deep Creek Blvd | 0.84 | 6800 _{To} | F | 97% | 2% | 1% | 0% | 0% | 0% | F | 0.093 | F | 0.541 | 7300 | F | 2006 |
| | | Tin | <u> </u> | | | Gree | enwood Dr | | | | | | | | | |

| | | | | | | City of Portsn | nouth | | | | | | | | |
|----------------------------------------|--------|--------------|-------------|-------|------|-----------------------------------------|----------|------|----|---------------|-----|---------------|-------|-----|------|
| Route | Length | AADT | QA | 4Tire | Bus | T 2Axle 3+Axl | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Portsmouth | | _ | | | | | | | | - | | | | | |
| O 5 0 1 51 1 | | From | <u> </u> | | | Greenwood I | | | | | _ | | | _ | |
| (8547) Deep Creek Blvd | 0.27 | 8700 | F | 97% | 2% | 1% 0% | 0% | 0% | F | 0.087 | F | 0.544 | 9400 | F | 2006 |
| <u> </u> | | To: From: | | | | Wright Ave | ; | | | | | | | | |
| 8547) Deep Creek Blvd | 0.46 | 8700 | F | 97% | 2% | 1% 0% | 0% | 0% | С | 0.089 | F | 0.56 | 9300 | F | 2006 |
| | | т. | | | | D | | | | | | | | | |
| | | From | <u> </u> | | | Portsmouth B | | | | | | | | | |
| 8547) Deep Creek Blvd | 0.16 | 9200 | F | 97% | 2% | 1% 0% | 0% | 0% | F | 0.078 | F | 0.557 | 9900 | F | 2006 |
| <u> </u> | | To | | | | Frederick Blv | vd | | | \neg | | | | | |
| 8547) Deep Creek Blvd | 0.78 | 6100 | F | 97% | 2% | 1% 0% | 0% | 0% | F | 0.083 | F | 0.594 | 6600 | F | 2006 |
| 8347) 2 6 9 6 7 6 6 7 1 1 1 | 00 | To: | Ė | 0.70 | | Des Moines A | | 0,0 | • | | • | 0.00 | 0000 | • | |
| | | | | | | | | | | | | | | | |
| | | From | | | | Mt Vernon A | ve | | | | | | | | |
| 8548) Wesley St | 0.21 | 510 | F | | | | | | | 0.113 | F | 0.544 | 550 | F | 2006 |
| \bigcirc | | To | | | | Chautauqua A | VA | | | | | | | | |
| 8548) Wesley St | 0.22 | 870 From: | F | 97% | 2% | 1% 0% | 0% | 0% | F | 0.129 | F | 0.639 | 940 | F | 2006 |
| Wesley St | 0.22 | To: | <u> </u> | 31 /0 | 2 /0 | | 0 70 | 0 70 | | 0.123 | | 0.059 | 340 | ' | 2000 |
| | | 10: | <u> </u> | | | Lee Ave | | | | | | | | | |
| | | From | | | | High St | | | | | | | | | |
| 8549) Mt Vernon Ave | 0.14 | 3100 | F | 98% | 1% | 1% 0% | 0% | 0% | F | 0.085 | F | 0.518 | 3400 | F | 2006 |
| \bigcirc | | | | | | y , w. | .1 | | | | | | | | |
| <u> </u> | | From | <u> </u> | 0001 | 401 | London Blv | | 001 | | | | 0.55: | 2000 | | 000 |
| 8549 Mt Vernon Ave | 1.21 | 3000 | F | 98% | 1% | 1% 0% | 0% | 0% | С | 0.083 | F | 0.551 | 3300 | F | 2006 |
| $\overline{}$ | | To | | | | Bay View Bl | vd | | | | | | | | |
| | | From | | | | Mt Vernon A | ve | | | | | | | | |
| 8550) Cleveland St | 0.21 | 2200 | F | 98% | 1% | 1% 0% | 0% | 0% | F | 0.084 | F | 0.604 | 2300 | F | 2006 |
| B550) Oleveland Ot | 0.21 | 2200 | | 3070 | 1 70 | 170 070 | 070 | 070 | ' | 0.004 | • | 0.004 | 2500 | | 2000 |
| | | To: From: | | | | Chautauqua A | ve | | | | | | | | |
| Cleveland St | 0.18 | 5000 | F | 98% | 1% | 1% 0% | 0% | 0% | С | 0.082 | F | 0.548 | 5400 | F | 2006 |
| | | To | | | | ML King Frv | vv | | | | | | | | |
| | | From | | | | | | | | | | | | | |
| | 0.40 | | <u> </u> | 200/ | 407 | Effingham S | | 201 | | | _ | 0.500 | 0.400 | _ | 0000 |
| 8552 London St | 0.49 | 7800 | F | 98% | 1% | 1% 0% | 0% | 0% | F | 0.096 | F | 0.586 | 8400 | F | 2006 |
| <u> </u> | | To | | | | Crawford S | t | | | | | | | | |
| | | From | | | | County St | | | | | | | | | |
| 8553) Peninsula Ave | 0.10 | 2900 | N | 98% | 1% | 1% 0% | 0% | 0% | N | 0.094 | Ν | 0.611 | 3100 | N | 2006 |
| 8333) 1 3133 | 00 | | | 0070 | .,, | .,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | 0,0 | 0,0 | | | | 0.0 | 0.00 | • • | |
| | | From | | | | High St | | | | | | | | | |
| 8553) Peninsula Ave | 0.16 | 2900 | N | 98% | 1% | 1% 0% | 0% | 0% | Ν | 0.094 | Ν | 0.611 | 3100 | Ν | 2006 |
| | | To | | | | CD 141 I 1 | D1 1 | | | 1 | | | | | |
| | | From | <u> </u> | | | SR 141 London | | | | | | | | | |
| 8553) Peninsula Ave | 0.33 | 2900 | F | 98% | 1% | 1% 0% | 0% | 0% | F | 0.094 | F | 0.611 | 3100 | F | 2006 |
| $\overline{}$ | | To | 1 | | | Leckie St | | | | | | | | | |
| | | From | | | | County St | | | | | | | | | |
| 8554) Constitution Ave | 0.10 | 2800 | N | 98% | 0% | 1% 0% | 0% | 0% | N | 0.086 | Ν | 0.5 | 3000 | N | 2006 |
| 0004) 000 | 0.10 | _550 | | 3070 | 570 | | | | | | . • | 5.5 | 3000 | •• | _500 |
| | | To: From: | | | | High St | | | | } | | | | | |
| 8554) Constitution Ave | 0.19 | 2800 | N | 98% | 0% | 1% 0% | 0% | 0% | N | 0.086 | Ν | 0.5 | 3000 | Ν | 2006 |
| | | - | | | | | | | | | | | | | |
| O 0 | c | From | <u> </u> | 0601 | 00. | SR 141 London | | 001 | | | | | 0000 | | |
| 8554 Constitution Ave | 0.37 | 2800 | <u>F</u> | 98% | 0% | 1% 0% | 0% | 0% | F | 0.086 | F | 0.5 | 3000 | F | 2006 |
| \sim | | To | <u> </u> | | | Leckie St | | | | | | | | | |
| | | From | | | | Constitution A | | | | | | | | | |
| 8554) Leckie St | 0.06 | 2800 | N | 98% | 0% | 1% 0% | 0% | 0% | Ν | 0.086 | Ν | 0.5 | 3000 | Ν | 2006 |
| | | To | | | | D1E 1 | | | | <u> —</u> г | | | | | |
| O Leadin Ci | 0.74 | From | | 000/ | 007 | Dead End | 00/ | 007 | | | | 0.040 | 4000 | | 0000 |
| Leckie St | 0.74 | 960 | F | 98% | 0% | 1% 0% | 0% | 0% | F | 0.11 | F | 0.618 | 1000 | F | 2006 |
| $\overline{}$ | | To | | | | Fort Lane | | | | | | | | | |
| | | From | | | | Leckie St | | | | | | | | | |
| 8554) Fort Lane | 0.07 | 1300 | F | 98% | 0% | 1% 0% | 0% | 0% | F | 0.123 | F | 0.672 | 1400 | F | 2006 |
| \smile | | To | | | | Crawford Pky | vy | | | | | | | | |
| | | From | | | | Fort Lane | | | | | | | | | |
| | 0.00 | 2700 | F | 98% | 0% | 1% 0% | 0% | 0% | F | 0.094 | F | 0.657 | 2900 | F | 2006 |
| 8554 Crawford Pkwy | 0.06 | | | | | - / - | | | | | | - | | | |
| 8554 Crawford Pkwy | 0.06 | | _ | | | | | | | | | | | | |
| | | To: From: | | | | Effingham S | | | | | | | | | |
| R554 Crawford Pkwy R554 Crawford Pkwy | 0.06 | To | F | 98% | 0% | Effingham S | 6t 0% | 0% | F | 0.131 | F | 0.567 | 4100 | F | 2006 |

| | | | | | | City of Portsi | Houth | | | | | | | | |
|----------------------|--------|------------|----------|-------|------|------------------------|-------------------|-----|----|-------------|-----|---------------|----------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle 3+Ax | ruck le 1Trail | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Portsmouth | | | | | | | | | | - | | | | | |
| 8554) Crawford Pkwy | 0.35 | 2600 | ' | 98% | 0% | Court St 1% 0% | 0% | 0% | F | 0.1 | F | 0.516 | 2700 | F | 2006 |
| 8554 Crawford Pkwy | 0.55 | 2000 | | 90 /0 | 0 /6 | | | 076 | | 0.1 | | 0.510 | 2700 | Г | 2000 |
| 8554) Crawford St | 0.10 | 7000 | F | 98% | 0% | London Bly | | 0% | F | 0.093 | F | 0.603 | 7500 | F | 2006 |
| 8554 Crawford St | 0.10 | 7000 | | 30 76 | 070 | | 070 | 070 | | 0.093 | ' | 0.005 | 7300 | ' | 2000 |
| Oracidard Ot | 0.44 | From | ┶ | 000/ | 00/ | High St | 00/ | 00/ | | | | 0.00 | 0000 | | 2000 |
| 6554 Crawford St | 0.11 | 7400 | F | 98% | 0% | 1% 0% | 0% | 0% | F | 0.086 | F | 0.63 | 8000 | F | 2006 |
| 0 (10) | 2.24 | From | <u> </u> | 000/ | 201 | County St | | 00/ | | | | 0.507 | 0700 | | 0000 |
| (8554) Crawford St | 0.24 | 9000 To | F | 98% | 0% | 1% 0% | 0% | 0% | С | 0.084 | F | 0.587 | 9700 | F | 2006 |
| | | From | | | | Wythe St | | | | | | | | | |
| 8555) Washington St | 0.57 | 1000 | F | 98% | 0% | South St 1% 0% | 0% | 0% | F | 0.109 | F | 0.508 | 1100 | F | 2006 |
| Washington St | 0.57 | Te | Ē | 90 /6 | 0 /6 | Crawford Pk | | 076 | | 0.109 | | 0.506 | 1100 | Г | 2000 |
| | | From | 1 | | | | | | | | | | | | |
| Effingham St | 0.09 | 17000 | F | 99% | 0% | London Bly | | 0% | F | 0.081 | F | 0.77 | 18000 | F | 2006 |
| 5557) =ga et | 0.00 | т. | | | | | | | • | | • | • | .0000 | • | |
| Effingham St | 0.20 | 17000 | F | 99% | 0% | North St 0% 0% | 0% | 0% | С | 0.087 | F | 0.796 | 18000 | F | 2006 |
| effingham St | 0.20 | 17000 | | 3376 | 070 | | | 070 | | 0.007 | ' | 0.730 | 10000 | ' | 2000 |
| C#ingham Ct | 0.00 | From | ┶ | 000/ | 00/ | Crawford Pk | - | 00/ | | | | 0.044 | 17000 | | 2006 |
| Effingham St | 0.09 | 16000 To | F | 99% | 0% | 0% 0% Ent. OSN. Hos | | 0% | F | 0.092 | F | 0.844 | 17000 | F | 2006 |
| | | From | | | | | | | | 1 | | | | | |
| 8558) Elm Ave 0.7 | 0.76 | 8000 | F | 96% | 1% | Portsmouth B | | 0% | С | 0.093 | F | 0.507 | 8600 | F | 2006 |
| Elm Ave | 0.70 | 0000 | · · | 30 76 | 1 /0 | | 1 70 | 070 | | 0.093 | ' | 0.507 | 0000 | ' | 2000 |
| | 0.00 | From | <u> </u> | 000/ | 40/ | I-264 | 40/ | 00/ | | | NI. | 0.507 | 0.400 | | 2000 |
| Elm Ave | 0.03 | 8600 | G | 96% | 1% | 1% 1% | 1% | 0% | F | 0.093 | N | 0.507 | 9400 | G | 2006 |
| <u> </u> | | From | | | | South St | | | | | | | | | |
| 8558 Elm Ave | 0.19 | 9800 | F | 96% | 1% | 1% 1% | 1% | 0% | F | 0.097 | F | 0.559 | 10000 | F | 2006 |
| <u> </u> | | From | | | | County St | | | | | | | | | |
| 8558) Elm Ave | 0.10 | 9500 | F | 96% | 1% | 1% 1% | 1% | 0% | F | 0.091 | F | 0.545 | 10000 | F | 2006 |
| | | To From | | | | High St | | | | _ | | | | | |
| 8558) Elm Ave | 0.11 | 6400 | F | 96% | 1% | 1% 1% | 1% | 0% | F | 0.090 | F | 0.505 | 6900 | F | 2006 |
| <u> </u> | | To From | | | | London Bly | vd. | | | | | | | | |
| 8558) Elm Ave | 0.38 | 3700 | F | 96% | 1% | 1% 1% | | 0% | F | 0.1 | F | 0.652 | 4000 | F | 2006 |
| | | To | : | | | Leckie St | | | | | | | | | |
| | | From | ē. | | | Portsmouth B | lvd | | | | | | | | |
| 8559 Des Moines Ave | 0.60 | 1900 | F | 98% | 1% | 1% 0% | 0% | 0% | F | 0.094 | F | 0.535 | 2100 | F | 2006 |
| <u> </u> | | To | _ | | | Deep Creek F | Blvd | | | | | | | | |
| 8559) Des Moines Ave | 0.06 | 8100 | F | 98% | 1% | 1% 0% | | 0% | С | 0.082 | F | 0.506 | 8700 | F | 2006 |
| | | То | _ | | | I-264 | | | | | | | | | |
| 8559) Des Moines Ave | 0.05 | 7400 From | G | 98% | 1% | 1% 0% | 0% | 0% | F | 0.082 | Ν | 0.506 | 8100 | G | 2006 |
| 00000 | | To | | | | South St | | | - | | | | | _ | |
| | | From | : | | | NCL Chesape | ake. | | | | | | | | |
| 8599) Cavalier Blvd | 0.82 | 10000 | F | 98% | 1% | 1% 0% | | 0% | С | 0.098 | F | 0.643 | 11000 | F | 2006 |
| <u></u> | | To | | | | Greenwood 2 | Dr | | | | | | | | |
| S599) Cavalier Blvd | 0.69 | 3600 From | G | 98% | 1% | 1% 0% | | 0% | F | NA | | | 3900 | G | 2006 |
| 5599) Carana 2114 | 0.00 | To | Ť | 0070 | .,, | Victory Blv | | 0,0 | | | | | 0000 | | |
| _ | | From | | | | NCL Chesape | | | | i | | | | | |
| Gust Lane | 0.70 | 6300 | F | 98% | 1% | 1% 0% | | 0% | F | 0.091 | F | 0.505 | 6800 | F | 2006 |
| | | To | : | | | Victory Blv | | | | | | | | | |
| | · | From | | | Ge | orge Washington F | | | | | | | <u>'</u> | | |
| 8606) Afton Pkwy | 0.28 | 3600 | F | 98% | 1% | 1% 0% | | 0% | F | 0.105 | F | 0.684 | 3900 | F | 2006 |
| <i>-</i> | | To | : | | | Prospect Pkwy | Gap | | | | | | | | |
| | | From | <u> </u> | | | 124-3; Gap Prospe | | | | ا | _ | | | _ | |
| 8606 Afton Pkwy | 0.51 | 1900 | F | 98% | 1% | 1% 0% | | 0% | F | 0.138 | F | 0.785 | 2000 | F | 2006 |
| $\overline{}$ | | To | 1 | | | Victory Blvd | 239 | | | | | | | | |

| | | | | | | City Oi | PORSITION | au i | | | | | | | | |
|--------------------------------|--------|--------------------|-----------|-------|------|----------|-------------------|--------------|------|----|----------------|----|---------------|--------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | True 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Portsmouth | | | | | | | | | | | | | | | | |
| Coost Cuard Blud | 0.07 | From | | 000/ | 10/ | | Norfolk Rd | | 00/ | _ | | | | 2000 | 0 | 2006 |
| Coast Guard Blvd | 0.97 | 2600 _{To} | G | 90% | 1% | 1% M | 2% ain Gate | 5% | 0% | F | NA | | | 2800 | G | 2006 |
| | | From | | | | | | | | | | | | | | |
| 8756 Garwood Ave | 0.17 | 4000 | F | 90% | 1% | 1% | enwood Dr 2% | 5% | 0% | С | 0.109 | F | 0.507 | 4300 | F | 2006 |
| (8756) Garwood Ave | 0.17 | 4000 | Ė | 30 76 | 1 /0 | | hurst Lane | 370 | 070 | U | 0.103 | ' | 0.507 | 4300 | ' | 2000 |
| | | From | | | | | rederick Bl | ud | | | | | | | | |
| 8758) High Street | 0.12 | 16000 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.084 | F | 0.643 | 18000 | F | 2006 |
| 6736) ·g. · G. · · · · · · · · | 0 | То | Ė | 0070 | .,, | | Airline Blv | | 070 | • | | • | 0.0.0 | .0000 | • | |
| _ | | From | | | | | line Blvd | | | | | | | | | |
| ₈₇₅₈ High St | 0.22 | 13000 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.081 | F | 0.509 | 14000 | F | 2006 |
| | | To | | | | Mt V | ernon Ave | | | | | | | | | |
| 8758) High St | 0.47 | 14000 | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.091 | F | 0.622 | 15000 | F | 2006 |
| \cup | | To | | | | MI. | King Frwy | | | | | | | | | |
| 8758) High St | 0.79 | 16000 | F | 98% | 1% | 1% | 0% | 0% | 0% | С | 0.089 | F | 0.640 | 17000 | F | 2006 |
| | | To | | | | E | les Avia | | | | _ | | | | | |
| High St | 0.32 | 10000 | | 98% | 1% | 1% | lm Ave 0% | 0% | 0% | F | 0.083 | F | 0.687 | 11000 | F | 2006 |
| High St | 0.02 | . 5000 | | 5570 | 1 /0 | | | J /U | J /0 | • | | • | 5.551 | . 1000 | • | 2000 |
| C Liink Ct | 0.54 | From | <u></u> | 000/ | 40/ | | ngham St | 00/ | 00/ | _ | | _ | 0.504 | 7000 | _ | 2000 |
| High St | 0.51 | 6500 To | F | 98% | 1% | 1% | 0% | 0% | 0% | F | 0.088 | F | 0.534 | 7000 | F | 2006 |
| | | | <u> </u> | | | | wford St | | | | | | | | | |
| O | 0.00 | From | <u> </u> | 000/ | 40/ | | enwood Dr | 00/ | 00/ | | | | | 4000 | 0 | 2000 |
| McLean St | 0.92 | 4500 To | G | 98% | 1% | 1% | 0% | 0% | 0% | F | NA — | | | 4900 | G | 2006 |
| | | | 1 | | | | line Blvd | | | | | | | | | |
| C Lincoln Ct | 0.00 | From | ╚ | 000/ | 00/ | | Creek Blvd | 00/ | 00/ | | | _ | 0.0 | 2000 | _ | 2000 |
| Lincoln St | 0.83 | 2700 | F | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.088 | F | 0.6 | 2900 | F | 2006 |
| ^ | | To From | | | | | ngham St | | | | | | | | | |
| Lincoln St | 0.66 | 2700 | <u>_F</u> | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.170 | F | 0.957 | 2900 | F | 2006 |
| | | To | | | | | First St | | | | | | | | | |
| O | | From | <u> </u> | | | | mouth Blvd | | | | | _ | | | _ | |
| Port Centre Pkwy | 0.67 | 9600 | F | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.127 | F | 0.916 | 10000 | F | 2006 |
| | | From | | | | Crawford | l St Near I-2 | 264 | | | | | | | | |
| 8761) Court St | 0.21 | 7900 | F | 97% | 1% | 2% | 0% | 0% | 0% | F | 0.088 | F | 0.562 | 8500 | F | 2006 |
| $\overline{}$ | | To From | - | | | C | ounty St | | | | \neg | | | | | |
| 8761) Court St | 0.11 | 6900 | F | 97% | 1% | 2% | 0% | 0% | 0% | С | 0.098 | F | 0.576 | 7400 | F | 2006 |
| | | To | _ | | | ı | ligh St | | | | | | | | | |
| 8761) Court St | 0.11 | 3600 From | F | 97% | 1% | 2% | 0% | 0% | 0% | F | 0.106 | F | 0.514 | 3900 | F | 2006 |
| 8761) GGGIR GR | 0.11 | | | | 1,70 | | | 070 | | • | | • | 0.011 | 0000 | • | 2000 |
| Court Ct | 0.00 | From | ┶ | 070/ | 10/ | | ondon St | 00/ | 00/ | | 0.120 | | 0.755 | 1200 | | 2006 |
| 6761 Court St | 0.23 | 1100 To | F | 97% | 1% | 2% | 0% oford Pkwy | 0% | 0% | F | 0.130 | F | 0.755 | 1200 | F | 2006 |
| | | | | | | | | | | | | | | | | |
| Courth Ct | 0.40 | From | <u> </u> | 070/ | 20/ | | bus Avenue | | 00/ | _ | | _ | 0.000 | 2600 | _ | 2006 |
| South St | 0.10 | 3400 To | F | 97% | 2% | 0% | 0% son Parkway | 0% | 0% | F | 0.099 | F | 0.902 | 3600 | F | 2006 |
| | | From | | | | | nson Pkwy | | | | | | | | | |
| South St | 0.09 | 5100 | F | 97% | 2% | 0% | 0% | 0% | 0% | F | 0.094 | F | 0.839 | 5400 | F | 2006 |
| $\mathcal{O}_{\mathbf{m}}$ | | | | | | Dog N | Moines Ave | | | | | | | | | |
| South St | 0.38 | 8000 From | F | 97% | 2% | 0% | 0% | 0% | 0% | С | 0.083 | F | 0.576 | 8600 | F | 2006 |
| 5,02 | 0.00 | | | 2. 70 | | | | 2,3 | 2,0 | | — - | • | 070 | 5550 | • | _550 |
| South St | 0.24 | From | | 079/ | 20/ | | lm Ave | 00/ | 00/ | | 0.070 | | 0.545 | 2500 | _ | 2000 |
| South St | 0.34 | 2300 To | F | 97% | 2% | 0% | 0% ngham St | 0% | 0% | F | 0.078 | F | 0.515 | 2500 | F | 2006 |
| | | | | | | | | | | | <u> </u> | | | | | |
| Amharat Dr | | From | ' | | | Clov | er Hill Dr | | | | 0.105 | _ | 0 F74 | 00 | _ | 2000 |
| Amherst Dr | | 80 | ┌╴ | | | E | micon D. | | | | 0.185 | F | 0.571 | 90 | F | 2006 |
| | | | <u> </u> | | | | guson Dr | | | | <u> </u> | | | | | |
| Pain C+ | | 150 | ᄂ | | | Willia | msburg Ave |) | | | 0.135 | _ | | 160 | _ | 2000 |
| Bain St | | 150 To | F | | | Da | noulo Arra | | | | 0.135 | F | | 160 | F | 2006 |
| | | 10 | | | | Peni | nsula Ave | | | | | | | | | |

| Route | Length AADT | QA | 4Tire | Bus | Truck | CC | K | QK | Dir | AAWDT | QW | Yea |
|--------------------|----------------------|-----|-------|-----|-----------------------|--------|----------|------|--------|-----------------------------------------|-----|------|
| v of Portsmouth | Longar 70 D | ٠., | 11110 | Duo | 2Axle 3+Axle 1Trail 2 | :Trail | Factor | σ. ι | Factor | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | α., | . 00 |
| | From: | _ | | | Fulton Ave | | 0.405 | _ | | 240 | _ | 200 |
| Baldwin Ave | 190 | F | | | Deep Creek Blvd | | 0.105 | F | | 210 | F | 200 |
| | From: | | | | Heather Rd | | Ì | | | | | |
| Brookmere Lane | 130 | F | | | Trouble Tu | | 0.142 | F | | 140 | F | 200 |
| | To: | | | | Summerset Dr | | | | | | | |
| | From: | | | | Chumley Rd | | | | | | | |
| Brunswick Rd | 760 | F | | | T | | 0.137 | F | | 820 | F | 200 |
| | From: | | | | Tatem Dr | | <u> </u> | | | | | |
| Cambridge Avenue | 180 | F | | | Glasgow St | | 0.122 | F | 0.569 | 200 | F | 200 |
| Cambriage / Worldo | To: | | | | North St | | | • | 0.000 | 200 | • | 200 |
| | From: | | | | Midfield Pkwy | | | | | | | |
| Canterbury Dr | 450 | F | | | | | 0.086 | F | 0.518 | 480 | F | 200 |
| | To: | | | | Templar Dr | | | | | | | |
| 0 " 11 | From: | _ | | | Manor Ave | | | _ | | 5 40 | _ | 000 |
| Cardinal Lane | 470 | F | | | Thornwood St | | 0.095 | F | | 510 | F | 200 |
| | From | | | | Hatton Pt Rd | | 1 | | | | | |
| Courtney Rd | 160 | F | | | Hattoli Ft Ku | | 0.108 | F | 0.676 | 170 | F | 200 |
| | To | | | | Dead End | | | | | | | |
| | From: | | | | Bob White St | | | | | | | |
| Cypress Rd | 530 | F | · | | | | 0.093 | F | | 570 | F | 200 |
| | To: | | | | Cypress Cir | | | | | | | |
| Dale Dr | From: | F | | | Columbus Ave | | 0.000 | _ | | 2000 | _ | 200 |
| | 1800 _{то} . | Г | | | Nashville Ave | | 0.092 | F | | 2000 | F | 200 |
| | From: | | | | Horne Ave | | | | | | | |
| Darren Dr | 2500 | F | | | Home Ave | | 0.091 | F | | 2700 | F | 200 |
| | To: | | | | Greenwood Dr | | | | | | | |
| | From: | | | | Bardot Lane | | | | | | | |
| Darren Drive | 890 | F | | | G. II. Di I | | 0.119 | F | 0.674 | 890 | F | 200 |
| | From: | | | | Cavalier Blvd | | | | | | | |
| Dominion Rd | 120 | F | | | Shamrock Dr | | 0.117 | F | | 130 | F | 200 |
| Dominion Rd | To: | • | | | Fairway Dr | | <u> </u> | • | | 100 | • | 200 |
| | From: | | | | Richmond Ave | | | | | | | |
| Duke St | 1300 | F | | | | | 0.101 | F | | 1300 | F | 200 |
| | To: | | | | Parker Ave | | | | | | | |
| | From: | | | | Merrifield Blvd | | | | | | | |
| Forrest Hills Dr | 160 | F | | | D.,l., 1D.1 | | 0.106 | F | | 170 | F | 200 |
| | From: | | | | Burrland Rd | | _ | | | | | |
| Frailey PI | 740 | F | | | Gills Rd | | 0.154 | F | | 790 | F | 200 |
| Trainby TT | To: | | | | Fiske St | | | • | | 700 | • | 200 |
| | From: | | | | George Washington Hwy | | Ī | | | | | |
| Gillis Road | 620 | F | | | | | 0.101 | F | 0.547 | 620 | F | 200 |
| | To | | | | Aylwin Rd | | | | | | | |
| a . 5: | From: | | | | Potomac Ave | | | _ | | | _ | |
| Glasgow St | 1500 _{то:} | F | | | Vormant Avia | | 0.086 | F | | 1600 | F | 200 |
| | From | | | | Vermont Ave | | | | | | | |
| Greenland Blvd | 1700 | F | | | Bolling Rd | | 0.091 | F | | 1900 | F | 200 |
| OTOOTHAIR DIVA | To: | • | | | Portsmouth Blvd | | | • | | 1000 | • | 200 |
| | From: | | | | Columbia St | | Ī | | | | | |
| Halifax Ave | 690 | F | | | | | 0.105 | F | | 740 | F | 200 |
| | To: | | | | County St | | | | | | | |

| Route | Length AADT | QA | 4Tire | Bus | 2Axle 3+A | | QC F | K actor | QK | Dir Factor | AAWDT | QW | Yea |
|------------------|---------------------|----|-------|-----|-------------|----------|------|---------------|----|---------------|-------|----|-----|
| of Portsmouth | From: | | | | Twin Pines | s Rd | | 1 | | | | | |
| Hawthorne Lane | 190 | F | | | | | | 0.11 | F | | 200 | F | 200 |
| | To | | | | Heather I | Rd | | <u> </u> | | | | | |
| | From: | _ | | | Kirby S | t | | | _ | | 200 | _ | 000 |
| Independence St | 270 | F | | | Appomattox | Ava | (| 0.174 | F | | 290 | F | 200 |
| | From: | | | | Elm Av | | | 1 | | | | | |
| Jefferson St | 1600 | F | | | EIIII AV | <u> </u> | | 0.098 | F | | 1700 | F | 200 |
| | To: | | | | Pearl S | t | | 1 | | | | | |
| | From: | | | | Green Str | eet | | | | | | | |
| Jefferson Street | 1000 | F | | | | | | 0.11 | F | 0.575 | 1000 | F | 200 |
| | To: | | | | 7th Stree | | | | | | | | |
| King St | From: 180 | F | | | Yorktown . | Ave | | 0.154 | F | | 190 | F | 200 |
| King St | To: | Г | | | Williamsbur | g Ave | ' | 7.154 | г | | 190 | Г | 200 |
| | From: | | | | Race St | | | Ī | | | | | |
| Lancaster Ave | 80 | F | | | Tute 5 | - | (| 0.129 | F | | 90 | F | 200 |
| | To: | | | | Griffin S | St | | | | | | | |
| | From | | | | Astor Av | /e | | | | | | | |
| Magnolia St | 400 To: | F | | | | | (| 0.095 | F | | 420 | F | 200 |
| | | | | | Killian A | | | <u> </u> | | | | | |
| Mayflower Rd | From: 520 | F | | | Florence | Rd | | 0.141 | F | | 560 | F | 200 |
| | 520 To: | - | | | Hodges Feri | rv Rd | ' | J. 14 1 | г | | 360 | Г | 200 |
| | From: | | | | Lugar C | | | 1 | | | | | |
| McClean Sts | 1100 | F | | | Lugar C | | (| D.118 | F | | 1200 | F | 200 |
| | To | | | | Vickers (| Ct | | | | | | | |
| | From: | | | | Broad S | t | | | | | | | |
| Meander Rd | 440 | F | | | | | (| <u>0.</u> 136 | F | | 470 | F | 200 |
| | To: | | | | Chautauqua | Ave | | | | | | | |
| Morro Blvd | From: | F | | | Wycliff F | Rd | | | F | | 200 | F | 200 |
| MONO DIVO | 350 To: | | | | Saxon R | d | ' | 0.121 T | Г | | 380 | Г | 200 |
| | From: | | | | Afton Pky | | | i | | | | | |
| Nicholson St | 660 | F | | | 11101111 | , | | 0.087 | F | | 710 | F | 200 |
| | To: | | | | Harris R | d | | | | | | | |
| | From: | | | | Snead Fair | way | | | | | | | |
| Nottingham Rd | 210 | F | | | | | (| <u>0.</u> 137 | F | | 220 | F | 200 |
| | To: | | | | Yorkshire | | | | | | | | |
| Oak St | From: | F | | | Marshall A | Ave | | | _ | | 4000 | _ | 200 |
| Oak St | 1100 _{то:} | | | | Wilcox A | ve. | ' | 0.083 | F | | 1200 | F | 200 |
| | From: | | | | Kenny La | | | | | | | | |
| Old Farm Rd | 270 | F | | | Kellily La | inc | | 0.103 | F | | 290 | F | 200 |
| | To: | | | | Redbarn l | Rd | |] | | | | | |
| | From: | | | | Jackson S | St | | | | | | | |
| Progress Ave | 40 | F | | | | | (| <u>0.</u> 191 | F | | 40 | F | 200 |
| | To- | | | | Monroe | | | <u> </u> | | | | | |
| Divor Chara Dal | From: | _ | - | | Hedgerow I | Lane | | | _ | 0.504 | 0700 | _ | 000 |
| River Shore Rd | 2500 | F | | | Rivermill | Cir | | 0.095 | F | 0.584 | 2700 | F | 200 |
| | From | | | | Bob White | | | | | | | | |
| Robin Rd | 190 | F | | | DOD WILL | , ot | | 0.127 | F | | 200 | F | 200 |
| | To: | | | | Portsmouth | Blvd | | | | | | | |
| | From: | | | | Beechdale | Rd | | | | | | | |
| Smithfield Rd | 550 | F | | - | | | | 0.112 | F | | 590 | F | 200 |

| | | | | | J., J. | i Ortonia | | | | | | | | | |
|------------------|-------------|----|-------|-----|--------|--------------|-----|--------|----|-------------|----|---------------|-------|----|-----|
| Route | Length AADT | QA | 4Tire | Bus | | Tr 3+Axle | | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Yea |
| v of Portsmouth | | _ | | | | | | | | _ | | | | | |
| | From: | | | | Pa | almer St | | | | | | | | | |
| Staunton Ave | 160 | F | | | | | | | | 0.105 | F | | 180 | F | 200 |
| | To | | | | Jef | ferson St. | | | | | | | | | |
| | From: | | | | Eisenl | hower Circ | ele | | | | | | | | |
| Stratford St | 2000 | F | | | | | | | | 0.096 | F | | 2100 | F | 200 |
| | To: | | | | | man Circle | | | | | | | | | |
| | From: | | | | Aug | gustine Cir | • | | | | | | | | |
| Sugar Creek Cir | 270 | F | | | | | | | | 0.137 | F | | 290 | F | 200 |
| | To: | | | | Ga | ateway Dr | | | | | | | | | |
| | From: | | | | Gree | enwood D | r | | | | | | | | |
| Tazewell St | 890 | F | | | | | | | | 0.135 | F | | 960 | F | 200 |
| | To: | | | | Free | edom Ave | | | | | | | | | |
| Verne Ave | From: | | | | Bri | idges Ave | | | | | | | | | |
| | 46 | F | | | | | | | | 0.196 | F | 0.7 | 50 | F | 200 |
| | To: | | | | Ga | amer Ave | | | | | | | | | |
| | From: | | | | Men | rifield Blv | d | | | | | | | | |
| Weyanoke Dr | 140 | F | | | | | | | | 0.107 | F | | 160 | F | 200 |
| | To: | | | | Bu | ırrland Rd | | | | | | | | | |
| | From | | | | Rive | er Edge Di | | | | 0.182 | | | | | |
| Whaley Rd | 30 | F | | | | | | | | | F | | 30 | F | 200 |
| | To | | | | Е | dwin Rd | | | | | | | | | |
| | From: | | | | V | West Rd | | | | | | | | | |
| Willett Dr | 4400 | F | | | | | | | | 0.1 | F | | 4800 | F | 200 |
| | To: | | | | Syc | camore Rd | | | | | | | | | |
| | From: | | | | Car | roline Ave | | | | | | | | | |
| Winchester Drive | 1100 | F | | | | | | | | 0.098 | F | 0.635 | 1100 | F | 200 |
| | To | | | | Au | gusta Ave | | | | | | | | | |
| | From: | | | | Mount | t Vernon A | ve | | | | | | | | |
| Woodrow Street | 500 | F | | | | | | | | 0.077 | F | 0.539 | 500 | F | 200 |
| | To: | | | | В | Broad St | | | | | | | | | |
| | From: | | | | Ca | apelle Rd | | | | | | | | | |
| Wright Rd | 290 | F | | | | | | | | 0.118 | F | | 320 | F | 200 |
| ŭ | To: | | | | No | orfolk Rd | | | | | | | | | |